

1889

Woodburn

1989

CENTENNIAL

P R O G R A M



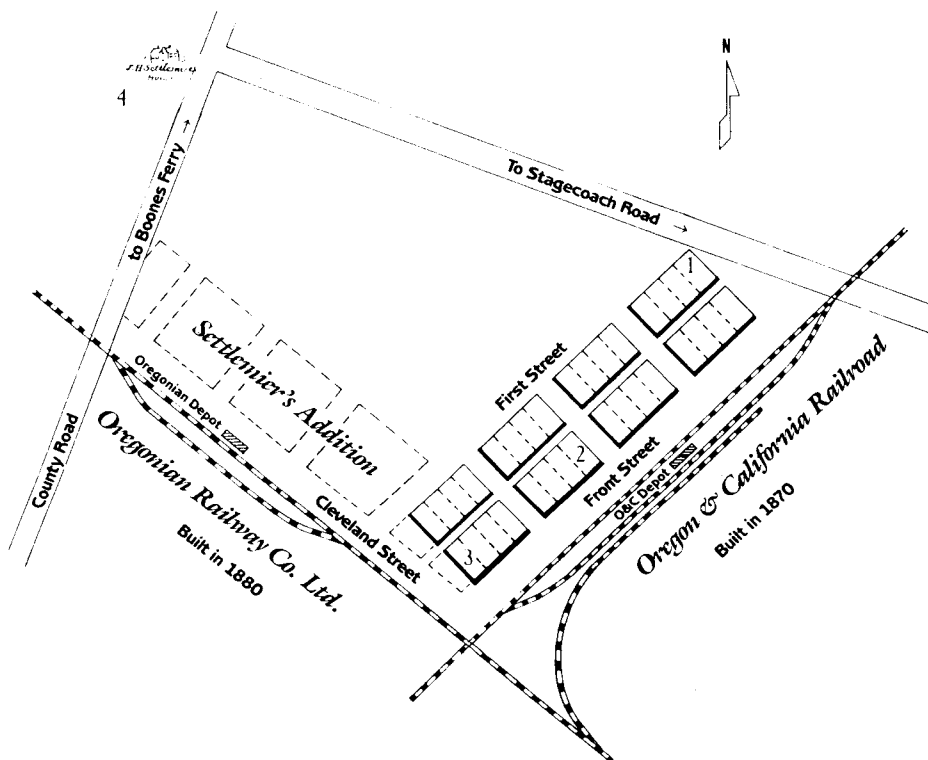
Woodburn Museum Photo

1893 downtown
looked like this prior to
a fire, which leveled
the row of wooden
buildings on Front
Street.

Map of
Woodburn
Platted in 1871
Incorporated in 1889

Legend

1. Presbyterian Church
2. Post Office
3. Blacksmith Shop
4. J.H. Settlemier's House



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Dick Smith, Aggie Prosser, Bob Hutchins,
Anne McCully, Tony Caragol. Kneeling: Alex Rilzeff.



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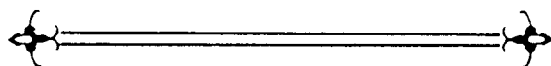
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Town Established on Nursery Crossed by Path of New Railroad

(This history of Woodburn and its founder was compiled from information provided by the French Prairie Historical Society and by Gene Stoller, former owner of the Woodburn Independent Newspaper.)

The first buildings in the pioneer town of Woodburn stood along Front Street between Cleveland and Grant.

They lined the west side of the Oregon & California Railroad track, which 119 years later still carries freight and passengers for Southern Pacific Railroad.

The track was built through the area in 1870.

One year after the railroad was built, the first city blocks of the town were laid out under the direction of Jesse H. Settlemier, who owned the property.

The new townsite was on land Settlemier had bought only eight years earlier for part of his expanding tree nursery business.

Donating land to churches and schools, he continued to encourage the growth of the community, which by 1878 had grown to a population of 145.

Others Scoffed

At the founding of Woodburn, French-Canadian trappers who had settled along the Willamette River thought Settlemier's townsite was the best joke on French Prairie because it was inland, far from the river.

However, the city was incorporated in 1889 and saw bursts of growth bringing it to a population in 1839 of 1,200; in 1925 of 2,000 and at its centennial in 1989 of more than 12,000 persons.

Growth Followed

D. L. Remington's blacksmith shop already stood a couple of blocks north of the newly platted area.

The first schoolhouse was built where the Post Office now stands, and two additions enlarged the school building as the number of school-age children continued to grow.

As soon as the four platted blocks were filled, additional blocks were laid out.

In 1888 the Woodburn Independent newspaper was established, and the town once considered a joke soon became

known as the Queen City of French Prairie.

Family of Nurserymen

Settlemier was born in 1840 more than 2,000 miles from Woodburn in Alton, Illinois. As a nine-year-old boy, he had come west with his family by wagon train.

His father, George, was a nurseryman and had left Illinois with his family, headed for the fertile Willamette Valley of Oregon.

Following the Oregon Trail, the wagon train changed course and headed to Sacramento after news of the California gold strike was received. Frontier dangers kept the Settlemier family from continuing on to Oregon alone.

In California, they booked passage on a boat for the trip up the Coast to Oregon.

Until he turned 19, Jesse worked on his father's nursery in what eventually became the Mount Angel area.

He and two brothers started a nursery operation near Tangent, Oregon, but after four years Jesse left it to buy 80 acres on French Prairie and to begin building a business of his own.

Married at 22

Settlemier married Eleanor E. Cochran on Christmas day, 1862, the year before he began his own business. He was 22 years old. She was 14.

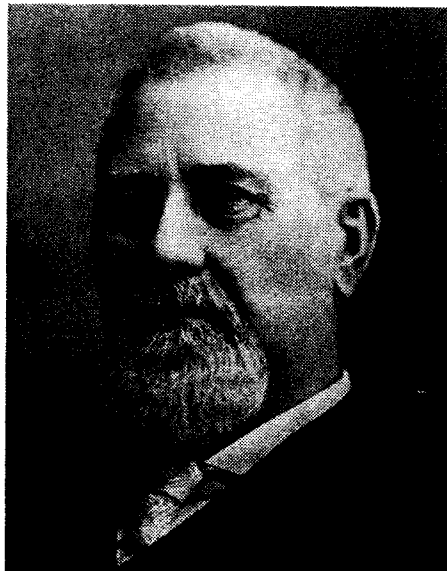
In the following years, they had six daughters and one son: Ada, Nettie, Del, Emma, Elsie, Bess and Frank.

Eleanor died in 1870. One year later, Jesse married Clara S. Gray, but typhoid fever claimed her just six weeks after the wedding. In his third marriage, Jesse wed Mary C. Woodworth who bore a son, Jesse Jr.

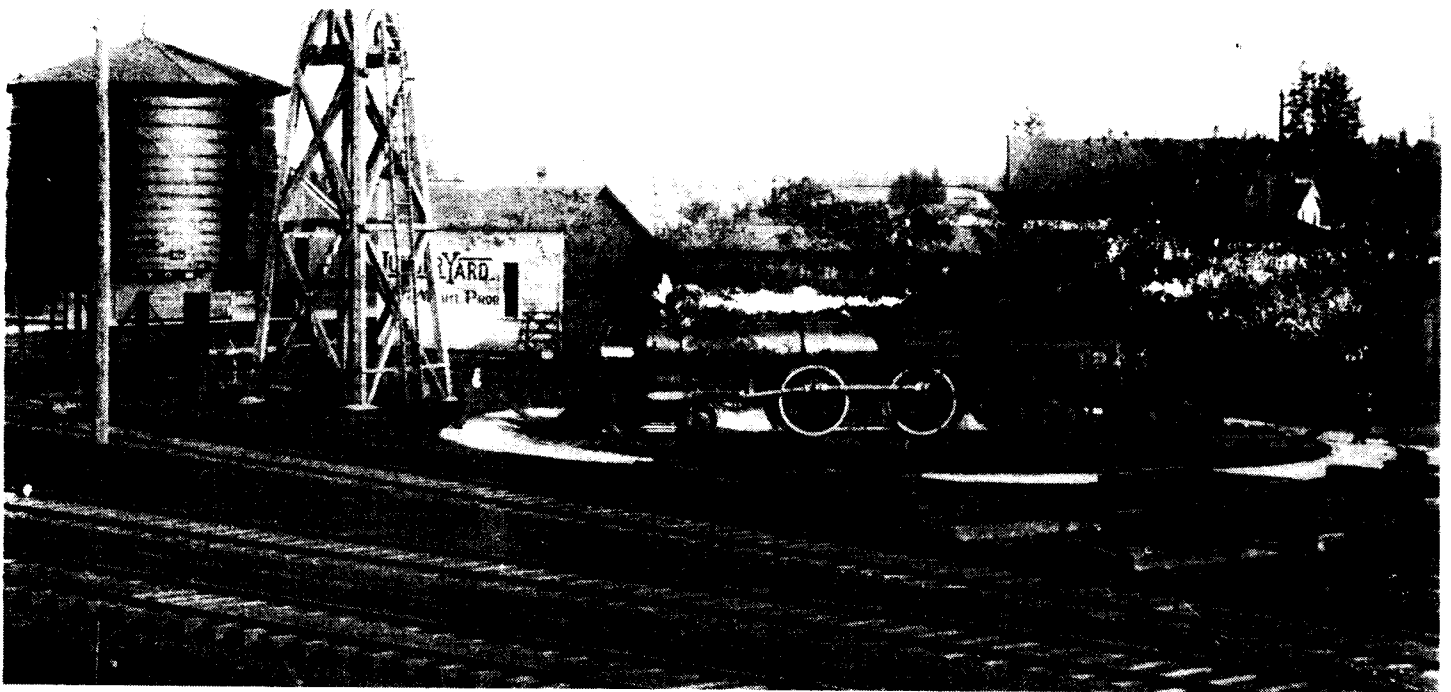
Leadership Given

Beyond building a successful business and establishing a new community, Settlemier went on to serve as the city's first mayor and as president of its first bank, as director of two local school districts, as a member of the Oregon Board of Agriculture and as a state legislator.

He retired in 1892. In 1913 he died, leaving a legacy of accomplishments that continue to benefit people here today.



Jesse H. Settlemier



Three men reverse direction of O&C locomotive on turntable at Woodburn.

Woodburn Museum Photo

Roads, Rail Lines Make City Transport Hub

Boones Ferry Road bisected the farm bought in 1863 by Jesse H. Settlemier and his young bride of less than a year.

Farm on Major Highway

Just south of the farm was the intersection of Boones Ferry and the Stagecoach Road, which ran from Oregon City to Sacramento, Calif.

Stagecoach Road later was renamed Highway 99E.

Boone's Ferry Road was well-travelled, crossing the Willamette River at Wilsonville and leading on to Portland. But at the time, much of the freight and passenger traffic went up and down the valley on the Willamette River several miles west of the Settlemier Farm.

River Traffic

Shipping by boat and barge on the Willamette River, especially once the steamboat arrived, encouraged growth of

landings and towns along the river.

But a great flood occurred in the early 1860s which changed Oregon's history. The Willamette overflowed its banks and practically wiped the boat landings and settlements out of existence.

Among historic spots destroyed was Champoege where the first American government west of the Rocky Mountains had been established.

Railroad Arrives

The river towns never completely recovered from this disaster, and the coming of the railroad up the valley in the early '70s ushered in a new era in transportation.

The railroad created new traffic patterns and the town of Woodburn sprang up along the tracks of the Oregon & California (O & C) Railroad.

In 1870 the O & C Company was building a railroad from Portland south to California.

One year later, Settlemier platted the first four blocks of Woodburn.

Woodburn became an important stop on the new O & C Railroad, which later became a part of the powerful Southern Pacific system.

Other Railroads

In 1880 the Oregonian Railway Company built a branch line through Woodburn from Ray's Landing on the Willamette River. One account claims Settlemier donated land for the railroad right-of-way to bring the route through his property.

The Oregonian track crossed the O & C line at Woodburn, which became a headquarters for the Oregonian system complete with machine shops where railway engines and cars were repaired.

Frank Settlemier, son of Woodburn's founder, once stated, "This was the beginning of Woodburn getting out of its swaddling clothes."

In 1910, a third railroad was built into Woodburn. This branch line connected with the Oregon Electric Railroad.

Automobiles & Highways

As automobiles and trucks gradually replaced the railroads as prime movers of passengers and freight, the Stagecoach Road or Hwy. 99E became even more important to the city's business.

In 1954, the new Interstate 5 freeway was completed on the west side of the city sparking another burst of development, which rippled through the community.

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Woodburn about 1920 made the transition from horse and buggy to motorized travel.

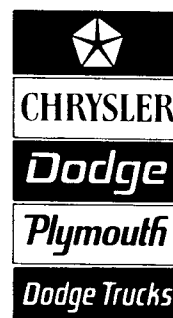
Woodburn Museum Photo

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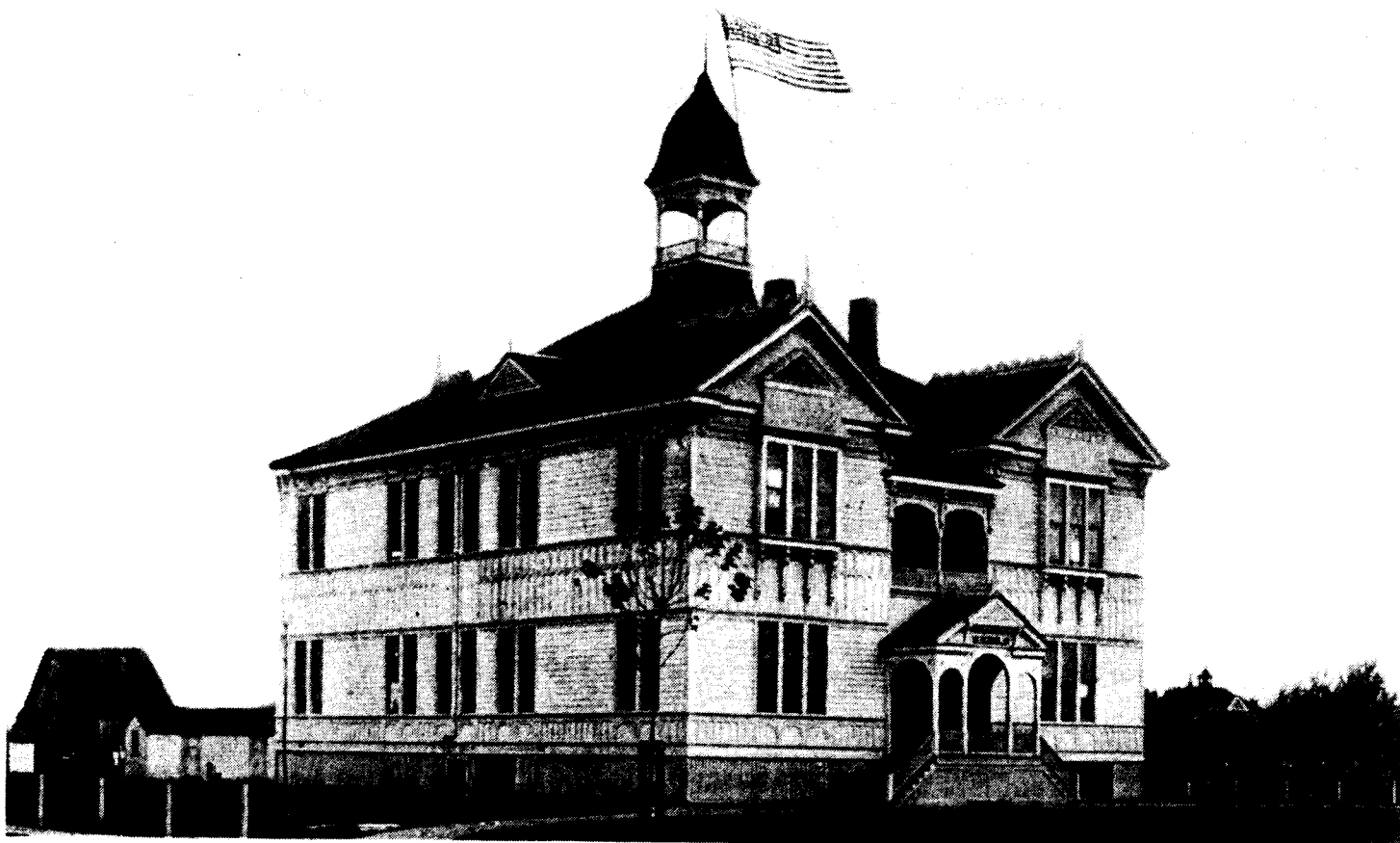


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West Side Woodburn Grade and High School.

Education Started in One-Room Schoolhouse

The first, one-room schoolhouse in Woodburn was built of wood in 1885.

It stood between Lincoln and Grant Streets and west of First Street in the block where the Post Office now stands.

Boundaries for the new Woodburn School District had been established on April 18, 1884.

First one wing was added to the building and then a second wing gave the building three rooms.

As the city grew, the schoolhouse became too crowded and was replaced in 1891 -- at the same site -- with a wood-frame, two-story, grade and high school known as the West Side School.

A third school building at the same site was built of brick in 1930 and named Lincoln Grade School.

Classes at Lincoln Grade School were consolidated with students coming from West Side as well as from the East Side Grade School on Gatch Street.

High School

Meanwhile, the high school had grown to require its own building, and in 1916 had moved into a new, two-story brick facility on Lincoln Street. Today the building -- rebuilt following a fire in the 1960s -- is being used as Washington Elementary School.

The high school moved in 1950 to new facilities on Boones Ferry Road, where today the junior high, middle school and district offices are.

In 1976, the existing high school campus opened to receive its first students.

High School Firsts

The first attempt to publish a high school photograph annual was in 1912 and the result was called the Wireless. The first Wohiscan annual appeared in 1922.

In 1921, the name Wireless was given to the first high school newspaper.

The first recorded May Fete was in 1920 and the first Homecoming in 1925.

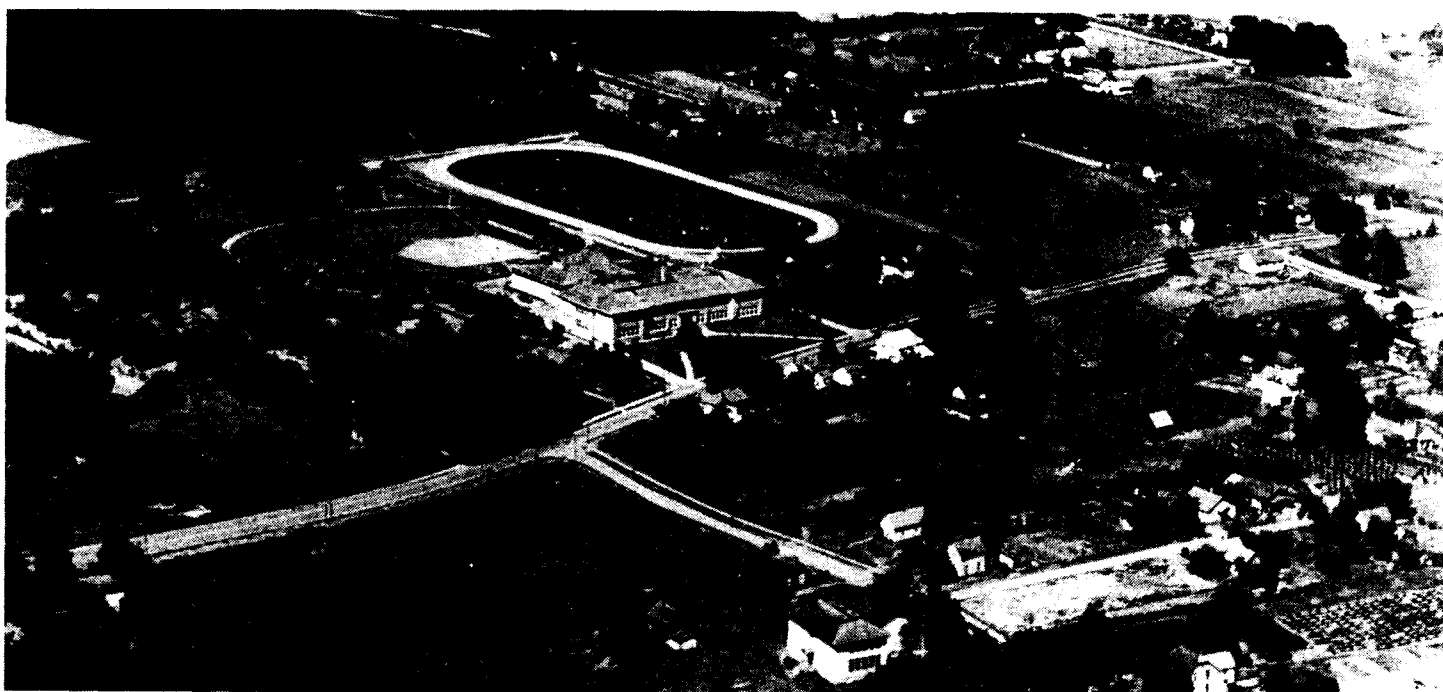
The first graduating class in 1908 had four students. In comparison, graduating classes today have about 150 students.

- Weddings ● Family Portraits ● Restoration
- Senior Portraits ● Passports

Daniel's
PHOTOGRAPHY

285 N. Second, Woodburn

981-6626



Woodburn Museum Photo



Graduates of Woodburn East Side Grade School, class of 1916.

Above: Taken in early 1960s, this photo shows the original high school building on Lincoln Street before an arson fire destroyed the two-story structure.

On Gatch Street near the bottom of the photo is the old East side Grade School.

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Remington's 'Rough-And-Ready' traction engine logging for George T. Cline in 1891.

Woodburn Museum Photo

Agri-Business Fuels Industrial Expansion

At least two industries were here before Woodburn was founded, and others soon invested in the city.

Settlemyer Nursery

Largest of the two initial industries was the Woodburn nursery, established by J. H. Settlemyer.

Specializing in fruit and ornamental trees, Settlemyer shipped his product all across the United States.

Settlemyer had begun his nursery on 80 acres of fertile soil he purchased at a sheriff's sale for \$5 per acre -- a high price in those days.

Aggressive expansion soon made the nursery the largest on the West Coast.

Remington Blacksmith Shop

The second industry was the Remington Blacksmith Shop.

D. L. Remington was more than just a good blacksmith. He also was an inventor.

His crowning achievement was the Remington steam traction engine, a self-propelled power plant and predecessor of Caterpillar brand heavy equipment.

He once demonstrated it by pulling a good-sized fir, limbs and all, down the full length of Front Street.

Rights to build and sell this engine in every state except Oregon were sold to the Best Manufacturing Co. of San Leandro, Calif. The Best Co. merged with another California firm, the Holt Co., which later became the Caterpillar Machinery Co.

Flour Mill

In 1892 Robert H. Scott acquired a sudden interest in Woodburn.

Scott and his brother, Charles, owned and operated a flour mill at Scotts Mills, but roads there in the winter were so poor the product could not be shipped out.

(Continued next page)

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Agri-Business cont'd

So Scott looked for a better location. He discovered Woodburn was on the Southern Pacific Railroad mainline connecting Portland and Western Oregon with California.

An ideal location for a mill! Close to the Willamette Valley wheat-producing area which had earned the name "bread-basket of Oregon."

Scott appeared before the Woodburn City Council with a proposition: If the town would come up with property adjacent to the railroad track, plus \$3,000 cash, he would build a brand new mill in Woodburn.

In case \$3,000 sounds like a trivial sum to raise to lure a new industry, please remember \$3,000 would equal a lot more money in today's economy.

Scott placed a time limit on the offer, and whether he realized it or not, he was racing against time.

The next year, 1893, a financial panic struck and probably would have kept the mill from being built.

The money was raised and the mill was built. The Woodburn mill became the community's largest industry. Today it is known as Woodburn Fertilizer & Grain, Inc.

Continued Growth

Woodburn survived the depression of the '90s and went through a phase of rapid growth.

Other industries located here, including a lumber yard and sawmill, brickyard, foundry and machine shop.

In 1880, Woodburn got another big break, the Oregonian Railway Ltd. was built from Ray's Landing on the Willamette River east through St. Paul, Woodburn, Mt. Angel, Silverton, West Stayton, Brownsville and eventually to Coburg.

Woodburn became the east side headquarters of the railroad with roundhouse and shop.

By 1927, two banks, a sash and door factory, pickle factory and a public market provided jobs as well as goods and services.

Corporate operations included a logging company, two major oil companies and the Western Telephone Company.

Food Processors

Food processors came into the area with the downtown Woodburn cannery. Graves Cannery located near Woodburn Milling Co.

Adjacent to Pacific Highway was Ray Brown Cannery later becoming Ray-Maling. General Foods, Birds Eye Snider Division of General Foods, Birds Eye Division of General Foods and AGRIPAC.

Other firms opening plants here included Woodburn Fruit Growers Corporation, North Marion Fruit Co., Smucker's.



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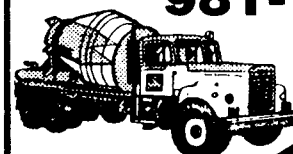
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Theaters Bring Early Movies to Town

The movies -- moving picture films -- brought an exciting, new form of entertainment to early Woodburn residents.

The "new" technology amazed the moviegoers at a series of theaters in a variety of locations throughout the city.

J. W. Cook

However, one Woodburn man, John W. Cook, was a pioneer in the movie show business.

He traveled up and down the Oregon Coast and throughout Eastern Oregon, Idaho and Colorado as a traveling road-showman, stopping to set up his projector and show his films in schoolhouses, grange halls or any place having a room large enough to hold an audience.

Movie theaters had not yet become established, and traveling roadshowmen took their films to eager audiences all over the countryside.

Chasers

Some vaudeville theaters with live acting showed movie "chasers" during intermission as they cleared the house between shows, and Woodburn audiences in 1897 were to see their first movie that way, according to the Dec. 16, 1897 issue of the Woodburn Independent newspaper.

However, all did not go as planned because electricity was not available to operate the arc light of the projection machine.

First Movie

So Cook, the following year showed the first movie in town, and it was of the wreck of the Battleship Maine, according to early issues of the Woodburn Independent newspaper.

Cook bought his films outright and ran them until they wore out or were replaced by more modern subjects.



From the Joe Vitovec photo collection

In 1904 Cook showed a film in Woodburn destined to make history because it not only showed moving pictures but it also told a story. Made by the Edison Company, it was *The Great Train Robbery* which contained some scenes in color.

A story of action and thrills, this film was so popular it often was shown at grand openings of new movie theaters all over the country.

No color process for motion picture film had been developed so these pictures were painstakingly colored by hand, one frame at a time.

Theater Houses

The first moviehouse in Woodburn was the Nickelodeon, built in 1909 at 253 N. Front St. and charging only a nickel per seat admission.

Its name was changed to the Cosy Theatre after rising prices for movie rentals forced admission prices to rise.

The Bungalow Theater opened about 1910 on Front Street between Grant and Hayes. It operated until 1948 when its owner built the Pix Theater as a modern replacement and closed the Bungalow.

The original Bungalow Theater building at the city's Centennial is part of the Woodburn museum complex at 455 N. Front St. and is being restored to show original old-time movies.

Audiences were entertained with movies at other theaters in Woodburn including the old Woodburn Opera House, Imperial Theater, Sterling Theater, Electric Theater and the Vaudette.




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How Woodburn Got Its Name

There are differences of opinion as to how Woodburn received its name but here is the version told by Settlemier's son, Frank, in an interview tape recorded before his death in 1951.

When the Front Street business district located, the area was "very heavily timbered with trees six and eight feet through," Settlemier said.

Loggers cut the timber for fuel for the railroad.

"During the winter, my father and his hired man, Bill Bailey, had done some slashing," Settlemier added. "A little rain came up and they decided to burn it."

"It made a good burn and the hired man said, 'It would burn, wouldn't it?'"

"My father said, 'That's a good name for the town!'"

"So regardless of what you might hear, that is the way my father told it to me, and he ought to know," Settlemier said.



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Schedule of Woodburn

FEB. 18th Mayor's Centennial Ball

JUNE 11th Strawberry Festival
at Settlemier House, noon to 4 p.m.

JULY 1st Old-Fashioned Car Show & Cruise-In
★ Oldies-But-Goodies Drags

JULY 4th Centennial Volkswalk
★ Jaycees Chuckwagon Breakfast
★ 1700's Train Display
★ World's Berry Museum
★ Crafts Display at Community Center
★ Centennial Fireworks
★ 10K Run & 2K Fun Run
★ Swim at Memorial Pool
★ Recreation Softball Tournament

JULY 8-9th Winston Drag Races

JULY 20th Crazee Days Chicken Barbeque
★ Parade
★ Golf Cart Races

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Woodburn Centennial Events

JULY 29th Centennial Open Golf Tournament

- ★ V.I.P.'s Invited
- ★ 18 Holes Golf
- ★ Luncheon
- ★ Awards
- ★ Entry Fee \$36.00

AUG. 4-5-6 Mexican Fiesta Days

- ★ Parade
- ★ Soccer Tournament
- ★ Live Music and Dancing
- ★ "Low Rider" Parade Entries

AUG. 9-10 Centennial Parade and High School Marching Band Competition

- ★ High schools from all over Oregon, California and Washington

AUG. 19th Judging of Beard Growing Contest

AUG. 17-20 Centennial Pageant

- ★ Written and produced by Michael Whelen
- ★ Directed by Cathy Lewis
- ★ Actors — Local Residents
- ★ Play based on Woodburn History, 1889 to 1989

OCT. 15th Farm Fest Barbecue

- ★ Volkswalk
- ★ Parade
- ★ Craft Displays
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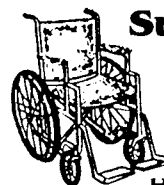
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WOODBURN



In the 1920s firms did business from buildings still standing today on Front between Garfield and Montgomery.

Mayor Settlemier's Advice For Future

In 1889 Woodburn became a city, but one thing was lacking in the city charter: no provision was made for a mayor.

An elected Council had governed the town before its incorporation, and Council members had always chosen a president from among their own number.

In 1895 the charter was amended to create the office of mayor.

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Mayor's Inaugural Address

The first mayor of Woodburn was Jesse H. Settlemier. In his inaugural address, he spoke about topics, which continue to concern the city today.

Excerpts follow:

On Frugality

"It is my desire to firmly impress upon your minds the necessity of practicing the strictest economy in conducting the financial affairs of the city. The conditions of the county are such that many of the citizens of our fair city are not able to spend money lavishly as they might in a more flush time, on improvements which may appear necessary. Therefore, canvass well all propositions involving expenditure of the people's means."

Prepare for Growth

"While I thus caution you, you will not forget it is not always economy to deny appropriations where they are necessary to preserve property or where the public demands new improvements to meet the growth and wants of the city."

On Community Pride

"The alleys of the city, as well as some of its streets, are now and long have been made the dumping grounds of various

kinds of litter and filth.

"I would urge you to take rigorous action to remedy this nuisance. It is very unpleasant to the eye as well as a menace to the health of the people.

"Good citizens will keep their premises neat and tidy and poor ones should be required to do so."

On Fire Protection

"Some provision should be made at the earliest possible moment to afford some protection against fire. The city is at the complete mercy of that destroying element.

"We have had one serious visit of the fire king and cannot afford to have it repeated."

On Water Supply

"Some action should be taken to secure a water supply for the town and its inhabitants. Considerable of the town's area is now so thickly populated that it is no longer safe to use water from wells.

"This subject cannot well be longer overlooked without loss to the city."

Economic Development

"If we would have our town to grow and have employment for its citizens, encourage industries of all kinds to locate in our midst. Kind words of encouragement often go a long way in determining businessmen in locating within a city.

"An interest shown in the location of an enterprise by the officers of a city and by the Council in particular, goes a long way in determining its location.

"Encourage the small farm system in the vicinity of the city.

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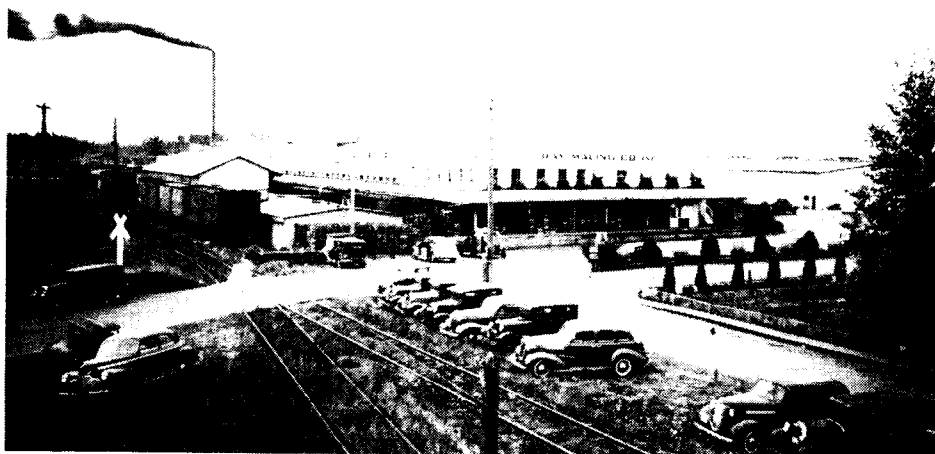
*Across Town or
Across the Nation*

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Stacked to the ceiling, cans of vegetables await shipment from Woodburn Cannery.



Woodburn Museum Photo

1930s photo shows the Ray-Maling Company cannery, which today is the Woodburn Foods Corporation subsidiary of AGRIPAC.

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Mansion Stands as Tribute to Founder



Settlemer House

The 14-room mansion built by Woodburn's founder, Jesse H. Settlemer, faces Settlemer Avenue at the Garfield Street intersection.

Built in 1892, it was the third house Settlemer occupied in Woodburn during his lifetime.

When he and Eleanor, his wife of less than one year, first bought land and moved here, they lived in a log cabin on the site where the mansion now stands.

Their second residence was a house still standing at the city's Centennial at the corner of Arthur Street and Settlemer Avenue.

Settlemer built the mansion the year he retired and turned over the family nursery business to his son, Frank.

Frank and his wife Mabel, moved into the mansion in 1904 and remodeled it in 1911.

The house was built before the city had electricity. Acetylene gas lights were installed in 1898, and wiring for electricity was added later, perhaps in 1911 during the remodeling.

The exterior of the house was not modernized, so the mixture of Victorian and post-Victorian style is much the way they left it.

Ownership of the house next went into the hands of Kilian and Hazel Smith who lived in it for about 22 years.

After the death of her husband, Hazel Smith put the house up for sale.

In 1972, a group of citizens formed the French Prairie Historical Society, a nonprofit organization, to obtain and preserve the house for the education and pleasure of present and future generations.

After the mortgage had only \$10,000 owing, Hazel Smith canceled the balance and burned the mortgage.

Recorded on the National Register of Historic Places, the Settlemer House is open for tours on Sundays from 1 to 4 p.m. It is presented as a unique glimpse into Victorian-era living.

Points of Interest For Sightseers Include Museum

Sightseers will find points of interest in Woodburn including the following:

Museum -- The World's Berry Center Museum at 455 N. Front Street has on display vintage photos and artifacts from Woodburn's past. Silent movies will be shown in the restored Bungalow Theater.

Making the museum easy to find in the replica of an arch, which has spanned

the highway entering Woodburn in early days.

The museum is open Friday and Saturday from 10 a.m. to 5 p.m.

Steam Train -- Engine 1785, a steam locomotive, has been cosmetically restored and stands in a fenced city park downtown at Cleveland and Railroad Ave.

Russian Church -- A distinctive church was built here by Russian Old Believers who came to Woodburn to escape religious persecution.

Onion-shaped domes top the building on Bethlehem Drive off Monitor-McKee Road. To find it, you turn off 99E on Howell Prairie Road, which quickly puts you on Monitor-McKee Road.

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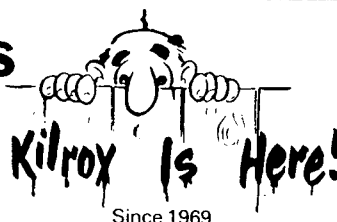
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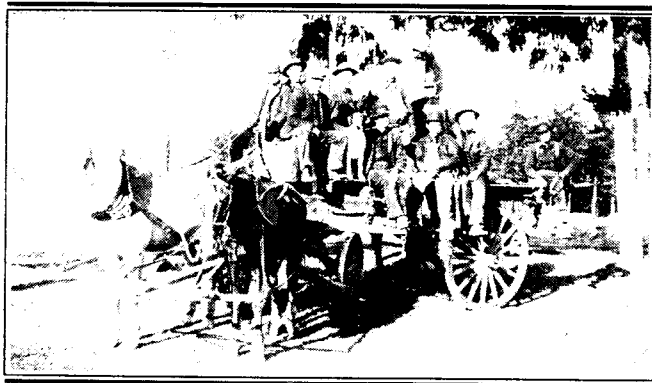
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Author Writes Centennial Pageant

The author of the Woodburn Centennial Pageant is **Michael Whelan**, a playwright, teacher, director, actor and designer from Portland.

His work has embraced film, television and radio as well as the stage.

His formal training began in New York City and continued at Villanova University's prestigious school of drama.

During the next 15 years, more than 40 of his plays were written and produced in West Virginia, Michigan, Massachusetts, Pennsylvania, New Jersey, New York and California.

A five-year stay in Hollywood included a teaching assignment at the California State University at Northridge and the running of private workshops for actors.

He has lived in Oregon five years and is on the board of directors for the Northwest Playwrights Guild.

He is the founder of the Avalon Productions theater company.

Writing the Woodburn Centennial Pageant appealed to Whelan's "love of history and belief in the value of the small community," he said.

"Most of my plays are historical, and I

use the opportunity to reshape myths to our own needs. I love research, but am more concerned with spiritual truths instead of historical truths.

"I see myself as a storyteller who reinterprets events. Therefore, I haven't hesitated to change things so that, for example, W. C. Crawford, an aviator, becomes "Birdy" Lawford, the aviatrix.

"Generally, the events I've chosen to highlight are all true, but I have -- in some cases -- made them more comic or

dramatic than they would seem to use in 1989.

"Towns, like countries, have their own soul and personalities, just as other life-forms do.

"The uniqueness in Woodburn I found to be in the people's unwillingness to give up when confronted by fears and failures. This can be experienced in people like D. L. Remington or Birdy, or the town itself during the great fire of 1893."

Pageant Director Brings Experience

The director of the Woodburn Centennial Pageant is **Cathy J. Lewis** of Portland.

Active as a director in Portland-area theaters and as a teacher of acting and improvisation, Cathy has been involved in theater since her junior high school days.

Born in Oregon and raised in Los Angeles, she earned degrees in theater and English from Humboldt State University.

Returning to Oregon, she taught drama, speech and English at Hood River Valley High School for two years.

To obtain a master of fine arts degree in directing, she went back to school at the University of California at Davis, and in 1985, with the degree in hand, returned again to Oregon.

Cathy is on the board of directors of Stark Raving Theater, the newest of Portland's theater companies, and is directing its production of *Trial By Error*, which opens in May.

Last season she directed the one-act play *High Tide* with the Woodburn Centennial Pageant's own playwright, Michael Whelan, who, with his wife, Linda, rounded out the cast.

This Irish comedy played at playwrights' festivals in Portland and Seattle and even made a command performance in Woodburn as kick-off fundraiser for the Centennial.

Two seasons ago she directed *Isn't It Romantic* at the Civic Theater and *Juno and the Paycock* at the New Rose Theater.

Cathy also was director and actress for the Jupiter Players' participatory theater productions at the Pittock Mansion, Clackamas County Courthouse and other locations.

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Centennial Commission Members

Members of the Woodburn Centennial Commission who have organized the year's events are:

Front row, from left: Co-chair Patsy Antoine, Marian Piper, Sandy Reiling and Elida Sifuentez.

Second row, from left: Janice Wilcut, Nancy Kirksey, Kathy Baldwin, Delores Veldhuisen and Terry Williams.

Not pictured: Co-chair Andy Yanez and Red Eaden.



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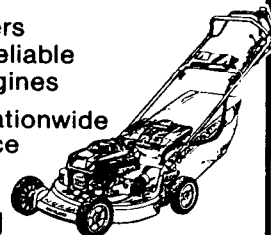
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Multicultural Blend Enriches Population Growth

Adventure, necessity, retirement and escape from persecution has brought people from other parts of the nation and the world to live in Woodburn.

Anglos, Hispanics, Russians and senior citizens today give Woodburn an international flair.

Signs in English, Spanish and Russian greet patrons in local banks, grocery stores and restaurants.

Free Lots

Original residents of the town may have been drawn here by an offer of founder Jesse H. Settlemier. He agreed to give a city lot to anyone who would put a building on it.

Early farmers, primarily of European descent, came seeking the productive soils and moderate climate, which produced good crops of berries, filberts, walnuts, fruits and vegetables.

Hispanic Influx

Demand for help during harvest

season initially attracted large numbers of people of Hispanic descent to the Woodburn area beginning about 40 years ago.

Many today, at Woodburn's 100th birthday, work in other trades, and Hispanic-owned restaurants and businesses serve the permanent Spanish-speaking population of Woodburn.

Woodburn's Pix Theater plays Spanish-language films similar to those being shown in Mexico City and Los Angeles theaters.

Russian Groups

Religious persecution under communism chased many groups out of Russia.

Communists came to power in Russia in 1917, but persecution became harsh under Joseph Stalin's rule in the 1930s.

Several Russian Christian groups, taking several different routes, have made their way to Woodburn to form a Russian-

speaking community here.

Most noticeable are the Old Believers who wear colorful, decorative clothing. A second group is the Molokan group. A third group is the Pentecostal group.

Molokans

The Molokans were the first to arrive in Woodburn. From the Caucasus Mountains, they initially sought refuge in Iran.

In Iran they faced poverty and the lack of medical help.

They were brought to Los Angeles by fellow Molokans already in the United States, and about 15 families ultimately moved to the clean air and natural surroundings of Woodburn.

Old Believers

Old Believers form the largest of Woodburn's Russian groups and is comprised of three subgroups, whose identities reflect the countries passed through in the escape from Russia.

One subgroup initially fled into Manchuria. A second subgroup had fled into Sinkiang Province of China, and both groups were expelled from Chinese soil after Chinese communists came to power in 1949.

Given land in Brazil, some of these Old Believers later wanted to leave the tropics and were helped to move to Woodburn by the Molokans already here.

The third Old Believer subgroup left Russia more than 300 years ago following a schism in the Russian Orthodox Church caused by the introduction of Greek liturgy and practices.

Opposed to the change, this group moved into territory controlled by Turkey and then into Turkey itself.

Immigrating to the United States in 1963, this group settled briefly in New York and New Jersey before joining their fellow Old Believers in Woodburn.

Pentecostals

Sinkiang was the first refuge for Pentecostals fleeing communist persecu-



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(Continued next page)

Cultural Blend cont'd

tion in the 1930s.

Like the Old Believers, the Pentecostals were ejected from China by Chinese communists.

After a few years in the Philippines they came in 1949 to San Francisco where they lived for about 20 years.

In the 10 years between 1970 and 1980, Pentecostal families moving to Woodburn brought their number here to about 70 persons.

In 1988, about 150 more Pentecostals joined the existing group in Woodburn as Russia relaxed emigration rules.

Senior Citizens

Development of Woodburn Senior Estates in the early 1960s brought an

influx of about 2,400 retired people.

All moving into town at relatively the same time, the seniors suddenly added a new group to the cultural mix in Woodburn.

Other retirement facilities were built near Senior Estates and raised the senior population higher.

School Population

The student body in Woodburn public schools reflects the city's diverse ethnic makeup. Anglo or white students compose 45 percent of the student body. Hispanic students compose 36 percent, and Russian-speaking students compose 17 percent.



Russian girls wearing traditional long and decorative dresses, play with friends during recess at school.

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Senior Estates Gives Boost to City Growth

A development of 1,450 homes for active, retired, senior citizens added 2,400 residents to Woodburn's population in the 1960s.

Known as Senior Estates, the development centers around an 18-hole golf course and year-round clubhouse and health center, including an exercise room and a 26x60-foot swimming pool.

How it was Developed

George Brice Jr., then president of the Security Bank of Portland, originally purchased the property and initiated the development.

He built the project in Woodburn after restrictions on development and

skyrocketing land costs discouraged attempts to build in Multnomah and Clackamas Counties.

Local Contact

Brice had been encouraged to consider Woodburn by Gene Stoller, then copublisher of the Woodburn Independent newspaper.

Stoller met Brice at a cocktail party in Portland. Unaware of Brice's plans, Stoller "gave the Chamber of Commerce pitch about the advantages Woodburn had to offer," Stoller said.

Later Brice explained his project to Stoller who introduced Brice to Woodburn realtor Tom Hanna, who

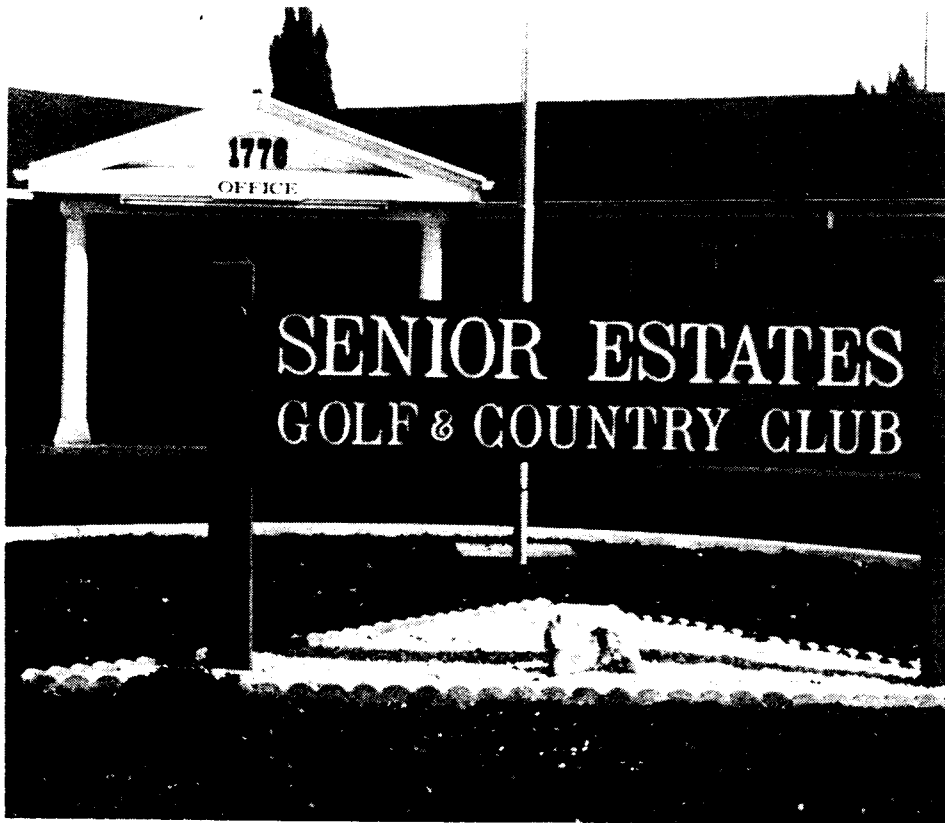
helped Brice purchase the land.

"Senior Estates was a success right from the start," Stoller said. "It grew beyond the expectation of its founder."

The first homes were completed in 1961. Additional housing, enlarged clubhouse facilities and an auditorium have been constructed in subsequent years.

The Fairway Plaza shopping center was added to the project, and merchants throughout the city reported a boost in business.

An all-volunteer board of directors oversees the operation of Senior Estates facilities.



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Woodburn Museum Photo

Early 1960s photo shows old Lincoln School and Young Street before it was realigned with Garfield in 1970.

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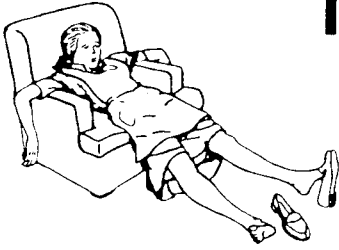


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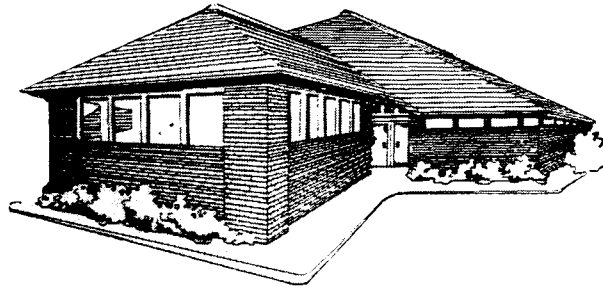
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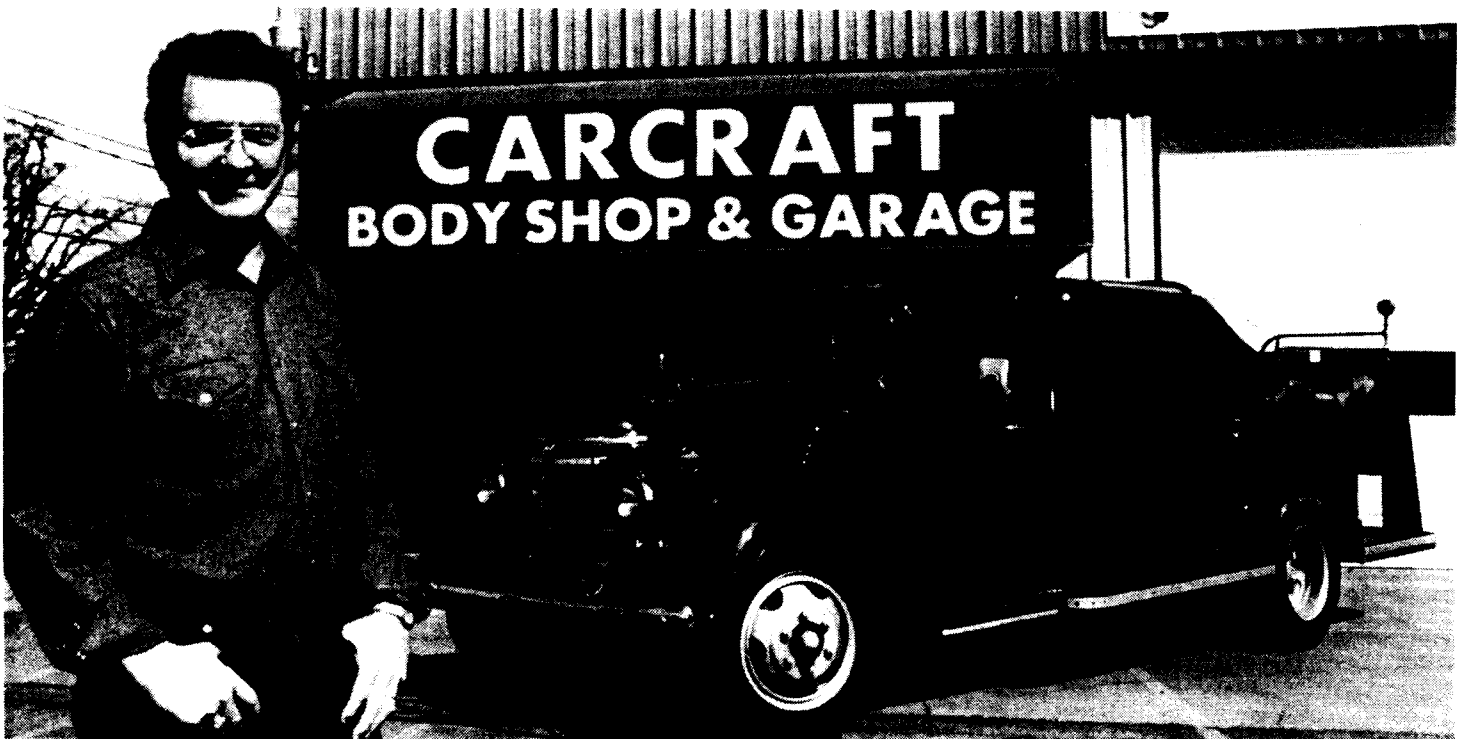


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